in the country in which the Government plays a catalytic role. It is based on the premise of consciously and deliberately identifying, selecting and supporting potential winers. Under the scheme, a provision exists for providing soft loans @ 3% interest per annum to Indian industrial partners for undertaking specific components of the work in the identified projects.

**Status of National Road Safety Policy**

1214. SHRI LALITBHAI MEHTA: Will the Minister of SHIPPING, ROAD
TRANSPORT AND HIGHWAYS be pleased to state:

(a) the status of the National Road Safety Policy;

(b) whether the National Road Safety Policy drafted in 1992 is still under consideration of the Ministry;

(c) if not, the plans to formulate a new policy; and

(d) the extent of loss of lives and economic losses as a result of road accidents in the country in last five years from 1999-2000 to 2004-2005?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING ROAD TRANSPORT AND HIGHWAYS (SHRI K. H. MUNIAPPA): (a) and (c) The draft of new National Road Safety Policy has been put up on the website of Ministry for inviting comments and suggestions.

(b) The National Road Safety Policy drafted in 1992 was endorsed by the National Road Safety Council in its meeting held on 22.12.1994.

(d) Planning Commission has assessed the social cost of road accidents in the year 1999-2000 at Rs. 55,000 crores.

As regards number of fatalities in road accidents, data is available till 2002 and the same is as under:—

| Tear | Number of fatalities |
|---|---|
| 1994 | 64,463 |
| 1995 | 70,781 |
| 1996 | 74,665 |
| 1997 | 76,977 |
| 1998 | 79,919 |
| 1999 | 81,966 |
| 2000 | 78,911 |
| 2001 | 80,888 |
| 2002 | 84,674 |